

GENERIC · NETWORK

U0625

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

U0625

Lost Communication With Fuel Rail Pressure Sensor Bank 1

U0625 is a network communication code indicating that a control module on the vehicle's Controller Area Network (CAN) bus has lost contact with the fuel rail pressure sensor assigned to bank 1. The module that sets this code is not seeing the sensor's periodic data message, so it cannot determine the actual fuel pressure on that bank and may substitute a default value or disable certain fuel system strategies.

SYSTEM	CODE TYPE	SEVERITY	FIX DIFFICULTY	AREA
Network	Generic (all makes)	Medium	Intermediate	Network communication

Symptoms you may notice

- Illumination of the check engine light or a service vehicle soon message, often with no other noticeable symptoms
- Reduced engine power or a limp-home mode triggered by the module that lost the fuel pressure signal
- Rough running, hesitation, or misfires if the engine control module defaults to a fixed fuel pressure value
- Hard starting or a stall shortly after startup when the fuel rail pressure reading is missing
- A fuel pressure or fuel system warning displayed in the driver information center on some vehicles
- Intermittent symptoms that come and go with vibration, temperature changes, or wet weather

Common causes, most likely first

- 1 A damaged, corroded, or loose electrical connector at the fuel rail pressure sensor itself
- 2 A chafed, pinched, or open wire in the sensor's dedicated signal or reference circuit
- 3 A failed fuel rail pressure sensor that no longer transmits valid data on the network
- 4 A poor ground connection shared by the sensor or the module that monitors it
- 5 A software or calibration issue in the module that receives the fuel rail pressure message
- 6 A faulty module on the CAN bus that is disrupting communication for other nodes
- 7 Low battery voltage or a charging system fault that causes intermittent network dropouts



How to diagnose and fix it

- 1 Perform a visual inspection of the fuel rail pressure sensor connector and the harness routing for damage, corrosion, or looseness
- 2 Use a scan tool to read live fuel rail pressure data and confirm whether the value is missing, frozen, or implausible
- 3 Check for related communication codes in other modules to determine whether the fault is isolated to the sensor or affects the whole network
- 4 Measure voltage and resistance on the sensor's signal, reference, and ground circuits at the connector and compare with the manufacturer's specification
- 5 Perform a wiggle test on the harness and connectors while watching live data to expose intermittent opens
- 6 If the wiring and connectors test good, substitute a known-good fuel rail pressure sensor and recheck communication
- 7 Clear the code and verify the repair by completing a drive cycle that includes the conditions needed for the monitor to run

What the fuel rail pressure message really means

- U0625 is a communication code, not a fuel pressure performance code, so replacing the sensor without checking the wiring first is a common and expensive misdiagnosis.
- Some vehicles route the fuel rail pressure signal through an intermediate module or a dedicated sub-bus, so the fault can lie in that gateway rather than at the sensor or the engine control module.
- A weak battery or a failing alternator can cause intermittent CAN bus dropouts that set U0625 alongside other communication codes, so always check charging system health before condemning parts.
- The sensor may still produce a plausible-looking pressure reading on a scan tool while its network message is corrupted, which is why live data alone does not rule out a communication fault.
- Aftermarket electrical accessories or poorly installed remote starters tapped into the CAN bus can introduce noise that disrupts the fuel rail pressure message and sets this code intermittently.

Can I keep driving with U0625?

The vehicle is usually safe to drive to a repair shop because the engine control module typically substitutes a default fuel pressure value, but avoid heavy acceleration, towing, or long trips until the fault is diagnosed. If the engine runs rough, stalls, or enters limp mode, stop driving and arrange a tow to prevent damage or a safety hazard.



Tools that help

- OBD-II scan tool with live data and network communication capabilities
- Digital multimeter for voltage and resistance checks
- Wiring diagram and connector pinout for the specific vehicle
- Test light or jumper wires for circuit integrity testing
- Basic hand tools for connector and harness access

Reading U0625

U	Network: communication between the vehicle's control modules.
0	Generic (SAE) code: it means the same thing on every OBD-II vehicle.
6	Network communication.
25	The exact fault within that area.

Often seen with

P0190 Fuel Rail Pressure Sensor Circuit Malfunction · **P0191** Fuel Rail Pressure Sensor Circuit Range/Performance · **U0100** Lost Communication With ECM/PCM A · **U0101** Lost Communication with TCM · **U0121** Lost Communication With Anti-Lock Brake System (ABS) Control

See it working

Watch the animated explainer [How a Knock Sensor Works: Spark Timing and Octane](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/u0625/>

